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HONOLULU, HAWAII TERRITORY, FRIDAY, SEPTEMBER 24, 1915.—SEMI-WEEKLY.

WHOLE NUMBER 4163

LATEST CABLED SUGAR QUOTATIONS	
55° Centrifugals N. Y. Per lb. Per ton	Cents Dollars
Free, Hawaiian basis	3.52 77.00
Last previous quotation	3.39 77.80

LIBRARY OF CONGRESS
JUL 19 1915
THOMSON DEPOSED

HOLE RIPPED IN F-4 BY REEF AFTER CONTROL WAS LOST

TEUTONIC ARMY OF MILLION MEN IS EXPECTED TO INVADE SERBIA

Nish Hears Force of 800,000 Germans and 200,000 Austrians Is Available for Cutting Way To City of Constantinople

BULGARIAN MOBILIZATION MAY BE TO RESIST DRIVE

Allies Sending 100,000 Troops To Dardanelles, Berlin Reports—Terrible Conditions In Turk Capital, Travelers Say

(Associated Press by Federal Wireless.)
NISH, Serbia, September 24.—An army of a million Teutons is expected to invade Serbia in an attempt to cut its way through this country, cross Bulgaria and relieve Constantinople.

According to a report here the Germans have 800,000 troops available for this drive. On the strength of this news, it is presumed the remainder of the army would be composed of Austro-Hungarians.

Bulgarian Stand Thought Confirmatory
Belief of an approaching invasion obtains generally in army circles now because of the report of the large German forces available. Another factor considered confirmatory is Bulgaria's mobilization for "armed neutrality."

It is declared there would be no reason for Bulgaria to mobilize unless there was substantial evidence that an attempt to violate Bulgaria's border would be made. Certainly, observers say the Bulgarians would not arm to assist the Germans through their country.

Consequently it is thought that permission for unimpeded passage through Bulgaria has been asked by the Teutonic powers and rejected by Bulgaria. The reported invasion is considered a defiant answer of the Central Powers.

Big Allied Army For Turkey
In connection with the reported invasion, word comes from Berlin through the Overseas News Agency that the Allies are sending a new army of 100,000 men to the Dardanelles to reinforce their campaign there. This may be a factor in inducing measures of relief for Constantinople by Germany, it is believed.

Geneva dispatches say that travelers returning from Constantinople report conditions in the Turkish capital in tolerable for foreigners and that there is a great lack of food supplies and much trouble.

No gas nor electricity is available. The travelers declare that at the special munitions plant set up by the Krupp gun works, which is designed to turn out munitions for the Turkish campaign, there is a great lack of raw material and that 2000 workmen are idle on that account.

LONDON STEAMSHIP LINE FOR PACIFIC

(Associated Press by Federal Wireless.)
SAN FRANCISCO, September 24.—It is reported here that the Bannan Steamship Line of London will enter the Trans-Pacific field. The liner, it is said, is en route to Hongkong to load there November 1 with the first cargo. The ship probably will sail to San Francisco via Honolulu.

MINERS MAY JOIN UNIONS

(Associated Press by Federal Wireless.)
ROUSE, Colorado, September 23.—Employees of the Colorado Fuel and Iron Company may join unions if they wish to do so, according to John D. Rockefeller, Jr., who is now here investigating conditions which led up to the serious strikes and labor wars. "The company is not concerned as to the men joining unions," says Rockefeller.

DECISIVE DEFEAT SAID TO THREATEN FORCES OF VILLA

Troops of 'Pancho' Reported To Be Abandoning Torreón and Juárez Positions

STAR OF CARRANZA IS IN ASCENDANCY

Bandit Adversary Plans To Invade West Coast Country To Secure Supplies

(Associated Press by Federal Wireless.)
EL PASO, September 24.—Decisive defeat for General Villa was indicated in dispatches received here last night.

Villa troops are reported to be abandoning their positions in the vicinity of Torreón and Juárez and to be moving toward the West Coast country.

Observers of the Mexican situation say if this is true it practically clinches recognition for General Carranza by the United States and South American countries, in view of the recent action by the Pan-American diplomats in giving General Villa three weeks in which to "make good."

Going After Supplies
One object in the Villa movement westward is said to be the renewal of supplies. On the West Coast there is a rich harvest which has not yet been touched. The country General Villa has been holding is the worst starvation district in Mexico. Early in the summer the soldiers confiscated all available stocks of food and left the people to their fate. Those unable to leave and compelled to subsist on roots and herbs eventually died of hunger.

Goes After Ransom Money
Despatches from Chihuahua say that foreman McCabe of the Santo Domingo ranch, who was kidnapped with the manager, E. P. Fuller, several days ago, is en route to El Paso for \$2000 ransom money to obtain Fuller's release.

McCabe was released by the bandits to act as messenger. If he does not return, it is said Fuller's life will be taken.

GERMANY HAS GIVEN ONE MORE VITAL POINT

American Ships With Conditional Contraband Exempt From Torpedo

(Associated Press by Federal Wireless.)
WASHINGTON, September 23.—Germany has yielded to the United States another point in submarine warfare insisted upon by President Wilson and Secretary Lansing to uphold American rights at sea and legitimate commerce between nations.

Germany's latest note, dealing with the submarine campaign, says that the German naval forces have been ordered not to destroy American merchant vessels carrying conditional contraband of war, even when, under present international law, conditions might permit them to do so.

The German commanders, says the note, have been ordered to allow the vessels to continue their course if it is impossible to take them to a German port to await the decree of a prize court.

The German communication says that the note is given to prove to America that Germany intends to maintain a conciliatory attitude while the question of the arbitration treaty of 1925 is being arbitrated. The American suggestion that experts fix the indemnity in cases where vessels are wrongfully detained or destroyed is accepted. Germany says she must reserve the right to destroy vessels carrying absolute contraband wherever such destruction is permissible according to the Declaration of London.

MAP of Balkan States, Showing Belgrade, Portion of Serbia and Bulgaria, Through Which 1,000,000 Teutons Plan To March For Relief of Constantinople, Also Indicated



VIENNA ADMITS HEAVY REVERSE

East of Lutsk Austrians Still Are in Retreat Before Russian Forces.

(Associated Press by Federal Wireless.)
VIENNA, September 24.—Retreat before the Russians east of Lutsk to the west bank of the River Stryk is admitted in an official report from the war office this morning. Lutsk is just over the border from and northeast of Lemberg.

The Austrians claim to have repulsed other Russian attacks. Southeast of Novo Poczajew the enemy was twice thrown back with heavy losses, according to the report.

The Russian offensive in this district is considered here as forecasting a gradual resumption of attacks by the Russians all along the line.

It is recalled that the first Russian success after the series of tremendous losses was in Galicia. Following that the Pripiet marsh district became the scene of another offensive and now the Lutsk district appears to indicate an extension of a general plan of attack.

NEW GERMAN OFFENSIVE

BERLIN, September 23.—The new German offensive movement against the Russian army defending Dvinsk is making progress. The war office announced late today that the Germans have penetrated the Russian positions west of the city. Ten thousand prisoners and many machine guns have been taken.

MAIN RUSS ARMY SAFE

PETROGRAD, September 23.—Russian military authorities assure that they regard the escape of the main Russian army which has been nearly entrapped at the Vilna salient as now assured, and that the German enveloping movement has failed. They say the Germans lost 25,000 men in their recent operations in this district.

INSURANCE IN HAWAII BRINGS LITTLE BENEFIT

(Associated Press by Federal Wireless.)
DEL MONTE, September 24.—Charles J. McCarthy, treasurer of Hawaii, who is a delegate at the national insurance commissioners' convention, addressed the convention yesterday on the situation in the islands. Among other statements made by Mr. McCarthy, he declared that the property owners of Hawaii pay more for fire insurance and receive less benefit from their insurance than the same number of people in any other part of the Union.

LORD MAYOR APPEALS FOR BELGIAN RELIEF

He Will Cooperate With Americans in Great Work

(Associated Press by Federal Wireless.)
LONDON, September 24.—The Lord Mayor has issued an appeal for Belgian relief. Committees have been formed to handle subscriptions. The Lord Mayor states that \$1,092,850 is needed weekly to feed the stricken population of Belgium.

The Lord Mayor's plan is to cooperate with the American relief work. He calls attention in his appeal that it is more the duty of Great Britain to aid the Belgians than it is the duty of the United States.

The Belgians have been dependent practically all together upon American charity and as relief funds from the United States are dwindling, as was expected, it is considered here that Britain should fill the breach.

FRENCH AIRMEN RAID MANY GERMAN BASES

(Associated Press by Federal Wireless.)
PARIS, September 24.—Air raids against various German positions are almost constant during the past several days and it is believed that considerable in a military sense is being accomplished. Yesterday there were raids by both French dirigibles and French aeroplanes.

One dirigible swept again over the Metz-Vandœuvre railroad line, bombarding several of the stations and completely stopping for the time being the passage of the German troop trains.

An aeroplane flotilla crossed over Upper Alsace, bombarding the railroad station at Colmar en route, and raiding against Offenbourg, in Baden, where the railroad station was made the target of a score of bombs.

Another flotilla raided the German lines north of the Marne, destroying the railroad station at Vouziers, while a third raid was effected in Flanders, the German cantonments at Langemark and Middlekerke being singled out by the aviators for the bombs.

AMERICAN CONSULATE HIT

WASHINGTON, September 23.—According to news received here from the American consul at Stuttgart, Germany, Edward Higgins, the consulate building was struck by the fragment of a shell during the recent French air raid. No word has been received as to the extent of the damage.

AUSTRIANS LOSE IMPORTANT BASES

Italians Clear Way In Carnio Alps For Invasion of The Trentino

(Associated Press by Federal Wireless.)
VIENNA, September 24.—Loss of forts of great value on the Austro-Italian front is admitted in an official report by the war office this morning. The victory may be regarded by the Italians as the foremost of the war.

The garrison of Monte Croce, which has been long maintained by our forces," the report says, "has been evacuated owing to the attacks of vastly superior Italian forces."

Important Way Opened
Capture of this garrison, which is in the pass of the same name in the Carnio Alps, opens the way for the Italians to the Puster valley, through which one of the two railroads supplying the Trentino runs.

The evacuated forts straddle the pass railroad line at Sexten, five miles north of the frontier and within cannon-shot distance of Innichen, which is on the main line.

May Invade Trentino

Capture of these positions, which have been the scene of desperate mountain fighting for months, presents to the Italians a means for invasion and conquest of the Trentino, one of the fruits of war which Italy is counting upon.

By capturing the other railroad line feeding the Trentino and cutting off all supplies to the Austrians, the Italians would have their enemy at their mercy.

MAINLAND FREIGHT HANDLERS ON STRIKE

(Associated Press by Federal Wireless.)
NEW YORK, September 24.—The freight handlers, demanding shorter hours and increased pay, are out on strike at a number of railroad points, with the railroad freight sheds and warehouses under police guard. Yesterday two hundred joined the ranks of the strikers, making a total of twenty-eight hundred who have so far stopped work.

SNOWS IN ALPS HEAVY

(Associated Press by Federal Wireless.)
LAUSANNE, Switzerland, September 23.—Snows in the Alps are enhancing the perils of the Austrians and Italians fighting on the border. The Italians are attacking the stronghold of Preilach, in the mountains at an elevation of 9000 feet. They scaled the mountains by the use of ropes.

FAULT IN WORKING OF KINGSTON VALVE IS DISASTER THEORY

Facts On Loss of Submarine Indicate She Submerged Too Rapidly, Fuses Blew Out When She Tried To Ascend and Water Rushed Through Rent In Hull Upon Crew

DEATH WAS QUICK

FACTS concerning the F-4 and deductions from them as to what probably occurred when she was lost the morning of March 25 are given herewith. Statements as of fact are believed to be accurate; conclusions drawn from them are believed to be logical, but some may be based upon insufficient knowledge. It is believed, however, that this article describes approximately why and how the submarine was lost. It will be interesting to see how nearly these conclusions will tally with the report of the naval board of investigation to Washington.

Too quick submerging of the F-4 to a great depth; loss of control through blowing out of the battery fuses; striking a coral reef or other submerged obstruction, and the consequent tearing of the big hole in the bow water pouring into the hull through this; a quick rush of men into the after compartment; death for those caught in the whirlpool of the undersea; and death, too, for the men who fled aft from death in the bow; complete filling of the hull with sea water—this is thought to tell, in a few words, of the disaster.

Loss of the submarine within four and one-half minutes of the time she was seen last by her sister, the F-1, is indicated. Faulty working of the Kingston valve, through which water enters the ballast tanks, may have been the primary cause of the wreck. Explosion of batteries and fuses appear, in the light of latest information obtained by The Advertiser, to have been secondary causes, and not primary.

Reef May Have Torn Hole
For some time the question as to whether the big hole in the port bow, almost amidships, might have been caused by the F-4 striking a reef or being struck by a ship has been debated. It is believed that the ship theory should be abandoned, and that the coral reef theory is the better.

There is a division of opinion as to the tearing of the great opening by chains, and the point involves a discussion of the whole work of the divers up to the time the rent was announced as having been discovered. However, it is held in some quarters that, despite whatever effect the ripping of the chains may have had, the hull first was opened by the submarine striking the sharp edge of a reef.

When the F-4 stood out in the fairway March 25 she was submerged. The F-1 passed her, coming in. It was noted that the F-4 was having difficulty in keeping her periscopes above water. As she passed the F-1, her periscopes were trained on the sister, but, after receiving a hail, they were turned toward Diamond Head. This probably was the last glimpse the F-4 had of human beings.

Thereupon she began to submerge, and, witnesses say, she appeared to be settling too rapidly.

The significance of this, it is deduced, was that the Kingston valve was admitting water into the ballast tanks too freely.

When a submarine is submerged, water is let into the ballast tanks, which are in the bottom of the boat, within the outer skin. Inlet and outlet of water into these tanks is controlled through the Kingston valve.

When water is taken the valve is opened by compressed air, and the ballast tanks fill until the water pressure exceeds the air pressure sufficiently to close the valve from the outside.

But If It Falls
Thus the air pressure determines how much water shall be let into the ballast tanks, and the amount of water determines the depth to which the submarine shall be submerged. A controller is thrown to the figure representing the desired depth; the air automatically opens the valve, the water enters, and continues filling the tanks until the boat has sunk to a depth where the water pressure closes the valve.

However, should the Kingston valve fail to work properly, as it may have done, too much water would be taken in and the boat would sink too far.

This may have occurred. The explanation is considered plausible. On the other hand, the valve was found in good order; still, the failure may have been only temporary.

It is estimated that it would have required four and one-half minutes for the F-4 to run from the buoy, where she was seen by the F-1, to her resting place, the speed at which she was moving being the basis for the estimate.

Now, therefore, suppose the Kingston valve to have been faulty. Water entered the six ballast tanks, three on either side. The boat sank to the desired depth; the air pressure was less than the water pressure, but, if the valve were working poorly, the external pressure might not close it.

Pump Out the Water!
Thus the submarine is presumed to have sunk too far. The first order would be to pump water from the tanks. This would give what is known as positive buoyancy, and, with the engines working and the propellers set at normal speed, she would rise rapidly and with no trouble.

But suppose the F-4 to have sunk to a depth where the outside water pressure exceeded the air pressure of the pumps, which is a maximum of seventy-five pounds on the diaphragm, and a maximum of 125 pounds on an independent emergency air-line.

Pressure of seventy-five pounds failed to expel the water, it is presumed. This would be at a depth of less than 200 feet, where water pressure is eighty-eight pounds.

Were the submarine descending into a dangerous depth, with her air pressure helpless because of the greater external pressure, she could rise, if on an even keel, by full speed ahead and the use of her diving planes, which would force her up to a depth where the air pressure could discharge the tanks. If on an uneven keel, descending bow first, as she is believed to have been descending, the probable plan would be to reverse the motors and, by the use of the diving planes, force her to ascend stern first.

The rudders of the F-4 were set at an angle of seven degrees for a rise. Knowing that the boat was not on an even keel, her bow being lower than her stern, the order, therefore, would be to reverse the motors.

The men knew she must have all her power to rise stern first, and the switch (Continued on Page Three)